

SOUTH PRODUCTION NOTES

January 15, 2015
3-11 Shift Notes

BASF EMPLOYEES

52 Last Recordable
567 Last Lost Time

186 Days To RC Audit

Be sure to check weigh all bags off of the calciners and fill out the log sheet downstairs by the scale and Attach "Packaged By" label with your initials.

#1 MED / AI 3945:

Down until the F-1 blower motor can be replaced. Regulator has been replaced as well as the flange underneath the vacumax.

Midnight shift: Shut down at the end of the shift. F-1 scrubber pump. WOW.

Day shift: F1 running now. Auto fill valve may be an issue. Maintenance to look at it this afternoon

Afternoon shift:

#1 RC / AI 3945 next:

Down until the Tri-mer can be repaired. Also, the scale in the control room is not reading the same as the discharge scale for #1 RC.

Midnight Shift: Shut down after Tri-mer sump line broke.

Day shift: holding, Trimmer still down work started at 1 pm.

Afternoon shift:

Exhaust to Trimer

#2 MED line / Cu-0860:

Get all dried samples to the lab.

Midnight shift: On hold.

Day Shift: Will run on afternoons. Strength good on last batch made. Stay with same recipe and make 2 batches. We will need to calcine last batch made yesterday to be sure of extrusion size.

Afternoon Shift:

#2 RC/ Cu 0860:

Continue. Feed all bags on the floor in the order specified (written on them) when we start back up.

Midnight shift: On hold.

Day Shift: Need to get Calciner going as soon as we have F1 Repaired, is being worked on now, will need to follow up with maintenance this afternoon. Possible nozzles plugged. Justin would like the last batch from yesterday 697 as well as the 2 batches made this afternoon to be feed to the Calciner tonight. Looking to get lab results back to determine if we can run again. We are going to let the material in the hopper feed through and purge the Calciner for 30 min, Hang the

new material and feed the 2 batches made today on afternoons. Get a calcined sample of the batches.

Afternoon Shift:

Exhaust to F1

#3 MED/ D-1780 NAQ:

Will replace gear box at the end of run when the liners come in.

Midnight shift: Finishing up last batch at the end of the shift. #2 station in the powder room has been purged of material.

Day Shift: did not run on days. Can restart when needed.

Afternoon Shift:.

#3 RC / D 1780 NAQ :

Continue to feed. Use NAQ SAP SHEETS in MOD binder

Midnight shift: Continued.

Day shift: continued

Afternoon Shift:

Exhaust to CTO

#4 RC / D-0222 KLP:

Down until the Tri-mer can be repaired. Trimer exhaust valve is opened manually.

Midnight shift: Shut down due to Tri-mer sump line breaking.

Day Shift: Down - Trimer line being worked on this afternoon.

Afternoon Shift:

Exhaust to Trimer

#5 RC / Cu-0539 next:

We need to get a surface area from every pallet of drums that comes off the calciner.

Midnight Shift: Sampled six bags of the material to be fed. These are down stairs. Taking last partial bag off of calciner discharge station late in shift. Will still need to set up for Cu0539.

Day shift: lab results back for raws – can be exhausted to the Dust collector.

MOD is in the Control room. Temps on Calciner are coming down now

Afternoon shift:

Exhaust to 5 DC

#6 RC & Dryer / D-0257

Use Auto Sampler for bags, and get additional grab sample for each bag. Keep feed rate around 250.

Midnight shift: Continued.

Day Shift: continued

Afternoon shift:

Exhaust to Sly Scrubber

6 Tank /D-5253 empty

Continue. Drain looked at by Schirmer and Lucas- not fixed yet

Acid washed 1-1-15 – MT 1-2-15

Midnight Shift: NA

Day Shift: NA

Afternoon shift: NA

New Pfaudler / D-0222:

Follow MOD for D-0222, use SPG to calculate solution.

Midnight Shift: 12 inch flex line replaced. Continued. Batch made using last of AL-3945 that we have in pass.

Day Shift: getting 3 bags from current lot of raws TDRed and will make 1 batch with existing solution and then see how much is left. May make a ½ batch. If not enough solution, put in copper nitrate and let sit until raws are in pass.

Afternoon Shift:

7 Tank KLP solution:

Elliott advised that radar gauge on tank is not working. Will need repaired.

Midnight Shift: 12" flex line replaced and a batch was made using the last of the AL-3945.

Day Shift: enough for a batch and a partial batch probably, get tank as low as possible by making batches then put in the copper nitrate only. Let stand until raws are finished. Metals for batch are on the 3rd floor.

Afternoon shift:

Old Pfaudler / D-0257:

See the MOD for special instructions for the lot 9 1708 material that was brought in. Continue, rental DI water unit delivered and installed on Saturday for pfaudler and #3 mixer. You will not be able to pump the water using the RO unit pump...water will deliver by city water pressure, so it will be slower. NOTE: Be sure to sample drainage from each batch made on east pfaudler for D 0257 batches.

Midnight Shift: Continued.

Day Shift: continued

Afternoon shift:

National Dryer:

Running.

Midnight Shift: Continued.

Day shift: no material

Afternoon Shift:

PK Blender 3917 Pill Mix:

Starting 3917 pillmix, WOW for south overhead door.

Midnight Shift: On hold (manpower).

Day shift: made batches

Afternoon shift:

Abbe Blender / 5206 Done

Done for a while. Area Cleaned

Midnight shift: NA

Day shift: NA

Afternoon shift: NA

Tower 3 / Cu 0860:

Waiting for gaskets.

Midnight Shift: On hold for gaskets.

Day shift: possibly replace bottom tomorrow

Afternoon shift:

Tower 6 / Pd 1930:

Waiting for gaskets

Midnight Shift: Loaded. Should come down on day shift.

Day shift: should be finished running now. Unload and level material

Afternoon shift:

North Screener / Cu-0860:

Run as alcohol permits. Heater is repaired. Exhaust fan turned off.

Midnight shift: Down, but heater repaired on second shift and exhaust fan turned off. Nice and warm now.

Day shift: running

Afternoon shift:

South Screener / Cu-0860:

Run as alcohol permits. Heater is repaired. Exhaust fan turned off

Midnight shift: Down, but heater repaired on second shift and exhaust fan turned off. Nice and warm now.

Day shift: running now, 1 drum of material was not submerged in alcohol. Need to seal up and set in red zone for engineer to determine disposition.

Afternoon Shift:

#2662 (west) Pill Machine / next up AI-3917 T 3/16”:

Cleaning and changing to 3917- Sump repaired 1-12-15 & Air pump hooked up for backup.

Midnight shift: Continued clean up/change over.

Day Shift:

Afternoon shift:

#2664 (east) Pill Machine / next up AI-3917 T 3/16”:

Continue to run.

Midnight shift: Running. Mild powder flow issues.

Day Shift: running

Afternoon shift:

TK #2 / V 2046/V 2010:

Down for now. Will need to be switched to V-2010 Saggars

Midnight shift: NA

Day Shift: NA

Afternoon shift: NA

TK #4 / Cu 2508:

Continue. Putting full size sagger on the bottom and the half sagger on top

Midnight shift: Continued.

Day Shift: continued

Afternoon shift:

Harrop Kiln / AI 3920:

AI 3920 - 90 min Cart- operator must keep area cleaned

Midnight shift: Down and on hold for maintenance.

Day Shift: down

Afternoon shift: Down

Building 27 Belt Filter / 5020 finishing, 6081 next:

There are more 116 bags in bldg now.

Midnight shift: Continued. Last batch running slow. Will need to finish on days and begin the clean up.

Day shift: Running material through dryer and cleaning caustic tank, 107 and 2?.

Last partial bag off the dryer needs to be taken to the north end for calcination.

Afternoon Shift:

Priorities:

Priorities 1 through 12 are basically all the same priority, should be considered urgent and will require call outs for maint issues and/or processing issues.

- 1) East Pfaudler/HC-11 Dryer/#6 RC/Sly**
- 2) #3 MED/#3RC/CTO**
- 3) South Precip**
- 4) #2 Line/#2RC**
- 5) West Pfaudler/National Dryer/#4 RC/Trimer**
- 6) #1 Line/#1RC**
- 7) South PK**
- 8) #5 RC**
- 9) #4 Tunnel Kiln**
- 10) Reduction Towers**
- 11) Reduction Tower Screeners**
- 12) Harrop Kiln**
- 13) Horne Tabletting Machines**

AI-3915 and AI-3920 continue to move up the list, we are projecting to be late to our commitment to Seneca in delivering the AL-3920 by year end.

In reviewing their plan, we can be ~1 week late at most before it affects them, which in turn affects when the material returns for reduction, which places the burden on us to still meet the QVAM ship date.

Projected end date on the AI-3920 T is showing as Jan 6th.

Maintenance & Other